

CAPE BRETON RAILWAY

EXTENSION CONTRACT OF CANADA

1880



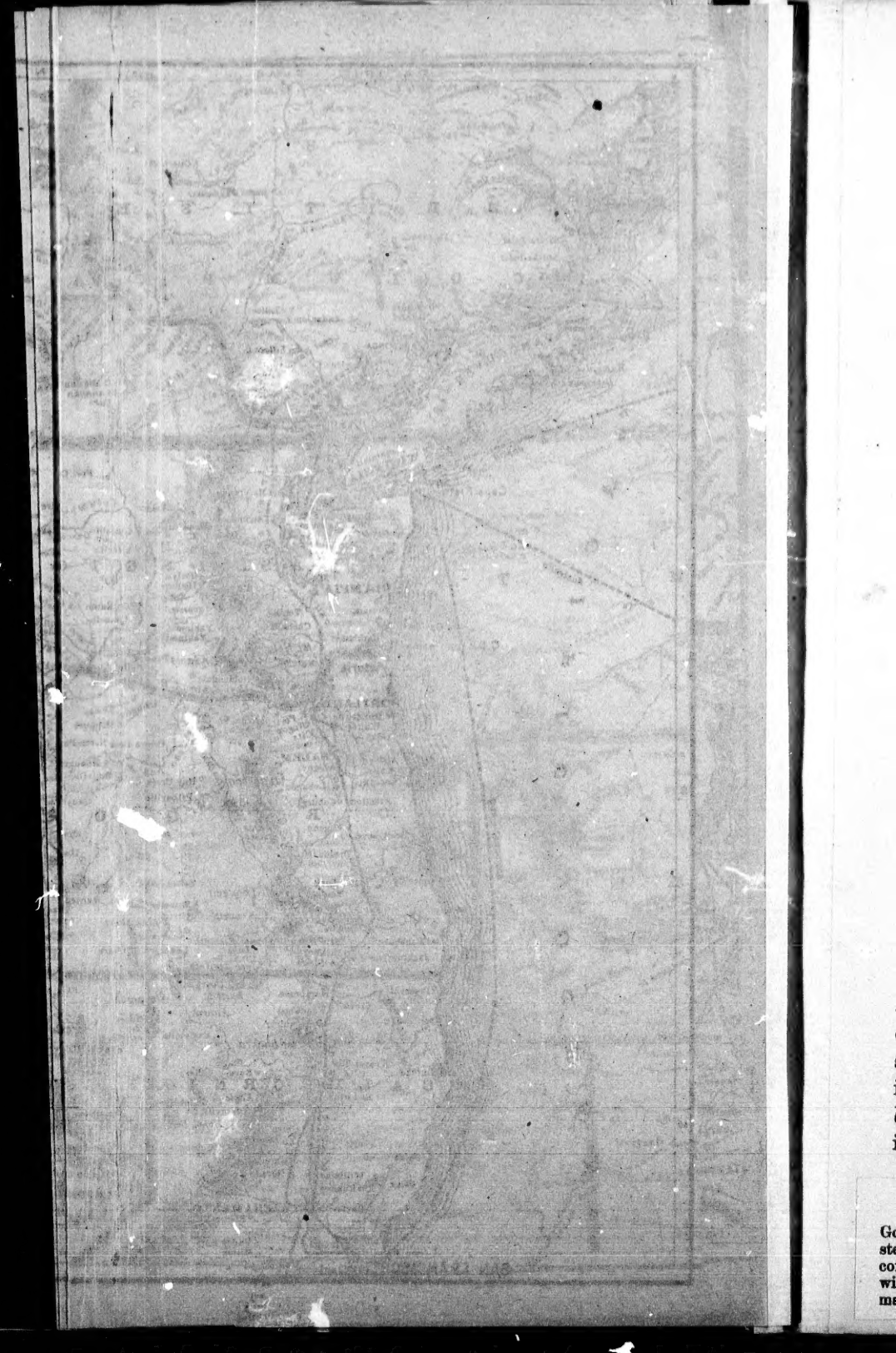






FROM
THE CAPE BRETON RAILWAY EXTENSION CO.

JAMES J. WHITE, Managing Director,
 HALIFAX, N.S., SEPTEMBER, 1890.



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Cape Breton Railway Extension Company.

On the 15th of April, 1890, the Legislature of Nova Scotia passed an Act incorporating a Company for the Construction of the Cape Breton Extension Railway.

ITS LENGTH.

Its length will be about 80 miles.

ITS ROUTE.

From Canso, by Hawkesbury, to Louisbourg, through the southern half of Cape Breton, along the farming settlements of River Inhabitants, West Bay, Grand River, Loch-Lomond, Framboise, and Mira, and the villages of River Bourgeois, St. Peters Lardoise, Fourchie, and Gabarus. It will pass close to Lennox Passage, the bordering town of Arichat, and the thriving village of Descousse. It will pass through a well-settled country from end to end.

EASY OF CONSTRUCTION.

The country is mostly level, the soil is not rocky, there are no large rivers or sea inlets, and the alignment is good.

IMPORTANCE OF ITS CONSTRUCTION.

The Island of Cape Breton presents inimitable summer attractions for tourists, and is a favourite resort for the well-to-do of the hotter portions of America. The Island also derives special importance from its minerals, its fisheries, its commanding situation, and "*the unrivalled historic harbour of Louisbourg.*" Its soil is fertile, its climate in summer delightful, and its lakes and rivers are full of sport.

ADDENDA.

Since above was written, the Dominion Government has purchased a railway transfer steamer, to be placed on the Gut of Canso in connection with the Cape Breton Railway. It will enable the Cape Breton mine-owners to make shipments all the year round.

It is divided into two halves by the Brás D'or Lake. Of these the southern half is in many respects the most important.

MINERALS.

It contains the only bed of coal on the Atlantic seaboard of both Americas. The land area of this bed of coal is 200 square miles, and the number of available tons in the Submarine areas alone are set down in the Nova Scotia report as 2,000,000,000 tons. In developing this inexhaustible supply, Capitalists have expended \$10,000,000 of money. Nearly all the seams lie at easy angles, yield little water, and, owing to the generally firm character of the roof, they can be mined with unusual cheapness and safety. So strongly marked is the impermeable nature of the strata that, at a moderate depth, the submarine workings are perfectly dry. ("Gilpin's report, 1886.") Last year the total output of these mines was 751,997 tons of coal, yielding a royalty to the Provincial Treasury of Nova Scotia of over \$50,000.

Below is an extract from the Mines' Report, by Mr. Gilpin, Inspector of Mines. The reference to the manufacture and sale of Coke has a very direct bearing upon the importance of constructing the proposed road. This will be shown further on in referring to Louisbourg as a seat for smelting.

CAPE BRETON CO.

The total sales for this County were 751,997 tons, against 738,250 tons in 1888, and 715,442 tons in 1887.

The home sales were 200,182 tons, compared with 190,508 tons in the year 1888.

The sales to Quebec were 381,074 tons, against 381,012 tons during the former year.

The United States took 5,333 tons of round coal, and 13,733 tons of slack coal, against 2,685 tons of round, and 21,098 tons of slack coal sent there the year before.

The manufacture of coke at the Gowrie has been continued, and I understand that the quality of the article is satisfactory.

In connection with the fact that coke can probably be made as cheap, if not cheaper, in Cape Breton than in any other part of the world, the following remarks by Mr. G. G. Andre, published in the *Colliery Guardian* (English), are of interest :—

“ It sounds more like fable than fact to talk of importing coke from America ; but there is, nevertheless, a prospect of seeing a good deal of United States coke shipped for the European markets in the course of the next six months. The project is under serious consideration, and a little reflection is sufficient to show the scheme to be feasible. The price of blast furnace coke in Germany is from 20s. to 21s. a ton at the ovens. In Belgium the same price has to be paid, and in France the rates are moving up to the same level. At the present time coke in the United States is exceptionally cheap, so that there is a sufficiently wide margin for freight and profit. The price of blast furnace coke in Pittsburg is from 5s. 6. to 7s. a ton. On a margin of 14s. something might be done in the way of profitable trade. I learn from a trustworthy source that the attempt will certainly be made. Already the arrangements are in an advanced stage of preparation.”

The production and sales of the various Cape Breton collieries during the past year was as follows :—

	Production.	Sales.
Bridgeport.....	21,496 Tons.	24,222 Tons.
Caledonia.....	114,299 “	102,980 “
Franklyn.....	4,046 “	4,404 “
Glace Bay.....	80,920 “	73,919 “
Gowrie.....	111,700 “	100,445 “
International.....	123,915 “	118,086 “
Ontario.....	2,866 “	2,604 “
Reserve.....	121,640 “	110,225 “
North Sydney.....	144,966 “	123,902 “
Victoria.....	108,610 “	91,120 “
Totals.....	834,467	751,907

Of this, 628,095 was sold south of Sydney harbour, in proximity to Louisbourg.

It is of the utmost importance to Nova Scotia and to the Dominion, that this mine of wealth be tapped by the shortest, easiest, and most practical line of railway. It is of the utmost importance to Cape Breton itself, for now its mines lie idle in winter, because they have no access to the railway system of Canada, nor yet to Louisbourg, the only open winter port in Cape Breton. The Sydney Railway, now under construction, cannot compete with a direct road to Louisbourg. It will serve the mines at North Sydney, but not the other nine south of Sydney harbour. At present the Intercolonial carries Pictou and Spring Hill coal to Montreal at the rate of three-tenths of a cent per mile. With this Railway to Louisbourg, Cape Breton could send and sell its coal 136 miles west of Montreal for the same figures that are now charged in Montreal for Spring Hill coals. It could do so because of the extraordinary cheapness with which Cape Breton coals can be raised to the surface. It can start from Louisbourg with one dollar and ten cents in its favour, and arrive at Spring Hill (263 miles) with forty-four cents still to the good.

MINERALS.

Besides the bed of coal already described lying north-east of Louisbourg, there is asbestos at Catalone, copper at Gabarus and Coxheath, good indications of coal to the rear of Big Pond and along the Salmon River, manganese at Loch-Lomond, iron near St. Peters, and coal again near River Inhabitants. Besides this there are inexhaustible beds of lime, and good brick clay on the Mira River. All these are within easy reach of the proposed road, and will afford a good source of income.

Mr. Gilpin, the Inspector of Mines, refers very favourably, in his report for 1889, to the manganese at Loch-Lomond and the copper at Coxheath. The former is "guaranteed 90 per cent., and some highly crystallized." The latter "runs 17 per cent. of copper, holds 5 dwts. gold per ton, $\frac{1}{2}$ oz. of silver."

MARITIME ADVANTAGES OF LOUISBOURG.

The southern half of Cape Breton contains, at its eastern extremity, the unrivalled harbour of Louisbourg. The French knew what they were doing when they chose this harbour, and made it the base of their naval operations in America. As compared with Halifax, it has many advantages. It is nearer Europe by 190 marine miles. This is increased to 300 miles by the fact that, owing to the dangerous situation of Sable Island, Mail Boats for Halifax go 50 miles south of said island, and then run in a northerly direction for the said port. Being situated at *the eastern extremity of America*, it has the advantage of *freedom from the dangers of any coast line*. It is within easier and readier reach of the *transatlantic stream of commerce*. *It splits that stream in two, one going northward into the St. Lawrence, the other southward along the shores of America*. This last stream is deflected from Halifax by Sable Island, the other is over two hundred miles north of Halifax, and that distance, therefore, farther from it than from Louisbourg. These facts will become painfully obvious should Louisbourg ever fall into an enemy's hands.

LOUISBOURG

is in the same latitude as Montreal. A traveller landing at Louisbourg and going west, runs very nearly along the same parallel of latitude right across the continent. It is the shortest possible eastern outlet for the Canadian and Northern Pacific and Grand Trunk Railways. Halifax is over a degree and a half farther south, so that a traveller landing there has to go about 100 miles due north before he begins to go west.

Louisbourg is also the most accessible. The Island of Scataree is the first land made by transatlantic vessels, and Louisbourg is right by, and very easily, safely, and quickly entered. It is but a step out of a vessel's course into the harbour, whereas Halifax has a long draught, and takes several hours to enter it.

Next to Louisbourg in importance comes the harbours of Sydney and St. Peters. Of these Sydney is the largest, but St. Peters has the advantage of being generally free from ice. While Sydney is closed up for three months every winter, St. Peters has no ice to speak of, and is next to Louisbourg as a winter port for Cape Breton. The canal connecting its waters with the Brâs D'or Lake, gives it additional importance. It is also the nearest shipping port to the manganese mine at Loch-Lomond, the coal at Big Pond and Salmon River, and the iron mines in its vicinity. St. Peters has also many advantages as a winter shipping port for the Cape Breton coal fields. It is but a step for vessels passing through the Straits of Canso on their way to Pictou for coal. It would thus become a formidable rival to the latter port, which in winter is closed with ice. It would be convenient as a coaling station for vessels passing through the canal.

The Cape Breton Co. coal fields will have an important rival in those of Inverness, when the road from there to Carribou Cove is finished. Then the former will be compelled, in self-defence, to make use of the proposed road in winter, in order to bring their point of shipping as far west as possible, and next to Louisbourg comes St. Peters.

Louisbourg is the only port in Cape Breton open all the year round.

PROXIMITY TO NEWFOUNDLAND.

It is within a few hours sail of Newfoundland. The Rev. Moses Harvey, of St. Johns, writing to the *Montreal Gazette*, says that the Newfoundland Railway is being built to Placentia, on the west coast of that island—that it is intended to connect it with the Canadian Railway at Louisbourg by semi-weekly boats—that the passage between both ports is a matter of hours, not days, and that soon Newfoundland will have a new winter mail route to Europe. The rev. gentleman is a leader of public opinion in his colony. Since the above was written

the road to Placentia has been finished, but not so the road to Louisbourg. A road which is being built with no reference to that harbour at all—or rather with a dread of approaching it—and which, when finished, will still be 32 miles from it.

The traffic which will result from putting Louisbourg in semi-weekly communication with the food-consuming Island of Newfoundland, can only be realized by a glance at the imports and exports of that country. It will give that island the shortest possible winter access to the markets of America, and also, as Mr. Harvey intimates, to the markets of Europe, there being no direct communication between Newfoundland and Europe in winter. *“This fact alone cannot be lost sight of as an encouraging item in constructing the proposed road. A road which becomes the channel of communication for 200,000 people, not only with America, but also with Europe, has a good deal to recommend it.”* There is no other winter competitor outside of Halifax which is 220 miles farther south, and which, when the road is built, will not be a competitor at all.

NEWFOUNDLAND TRADE.

The advantages of this arrangement to the farmers of Cape Breton, whereby they can ship regularly in summer and winter, north and south, can only be realized by those who have seen the sacrifice incurred by their being now compelled to pour all their cattle into Newfoundland in a few months in the summer and fall of the year. The markets become glutted, and whole cargoes are often sacrificed, prime meat sometimes selling for a cent a pound. To overcome this, some butchers keep their cattle till very late in the fall, kill them in Sydney, and ship by vessels when frost sets in. But often instead of frost comes thaw, and the meat on arriving in Newfoundland is ordered out into the sea as unfit for food.

Nor will the benefit of steam communication in winter between Louisbourg and Newfoundland be confined to Cape Breton alone. The County of Antigonish will also reap a large

harvest. Its cattle trade with Newfoundland is a large one every summer, and the adoption of the southern route will enhance its value immensely.

PROXIMITY TO EUROPE.

In addition to commanding the Newfoundland trade wholly in winter, the said road will invite a great deal of American, Canadian, and European trade all the year round. Cape Breton is now a favourite summer resort for the United States. Tourists for Europe can do Cape Breton on their way, and that by the shortest route available, viz., via Louisbourg. Travellers to whom a sea voyage is always a dread, can shorten the same from New York one-third by embarking at Louisbourg. Canadian mails landed at Louisbourg will save more time than English mails landed at Queenstown.

The Proximity of the Immense Coal Fields of Cape Breton, the only Coal Fields on the Atlantic Shores of America.

In addition to making Louisbourg a harbour of the utmost strategic importance, gives it pre-eminence as a seat for manufacture. With it cheap coal, good water, cheap land, and proximity to the carrying trade of the Atlantic, it requires but speculative tact to make it "*the Manchester of Canada*."

Mr. Redpath, of Montreal Sugar Refinery, has said that any company building a sugar refinery at Louisbourg will have an advantage over all others in the Dominion. What is true of sugar, is also true of cotton, leather, hemp, and other industries too numerous to mention. It affords excellent facilities for smelting, and could very easily be turned into "*the Swansea of America*." Instead of Newfoundland sending its ore to England for smelting, it could, with more profit and far greater ease, have it smelted in Louisbourg. So also of the ore which is sent from other parts of America, and which passes within cannon shot of Louisbourg. As with copper, so also with iron.

The day is coming when, instead of sending coke to England for smelting purposes, Cape Breton will find its best market at home in its own harbours.

With all these advantages it would take but a little effort and capital to raise Louisbourg again from its ashes. Who will do it? Will the French of Quebec have to rear it again as a monument sacred to the memory of their ancestors? Any company can profitably do what the French King accomplished at a vast expense of treasure. Much more can any nationality transform it. The owners of Louisbourg could accomplish much by giving this land in exchange for stock in any company organized for such a purpose. The writer of these lines has such a scheme under consideration, and it only requires advertising to make it an actual fact, and a grand success. American, English, and French capitalists may yet join hands in rearing a paying monument over the graves of their ancestors.

FISHERIES.

Louisbourg juts out into close proximity to the best fishing grounds in the world. The French were not slow to take advantage of this. They exported fish from this harbour to the amount of seven million dollars annually. In 1886 the catch of fish on the Atlantic seaboard of the counties of Richmond and Cape Breton to either side of Louisbourg amounted to \$700,000. Now this is capable of indefinite increase. It is said that 800 tons of fresh fish, cod, haddock, halibut, mackerel, herring, &c, could very easily be landed at Louisbourg daily. The demand for the quick transportation of fresh fish and the growing desire to ship fish by rail to the United States will afford an income of considerable moment to the proposed road.

A fish producing district is a food consuming one and largely revenue raising, and it were the best of political economy to study its interests. Now it sometimes happens in the fall of the year that fish is low, and as on the southern shore of Cape

Breton, between St. Peter's and Louisbourg, there are no harbours fit for anything larger than boats, the fishermen must ship before navigation closes, and sell at a sacrifice or pay heavily for storage. Were a railway within reach they could keep their fish waiting the advance of prices, and then ship by rail in winter.

AGRICULTURE.

According to the last Dominion census the total valuation of all the agricultural products of the section of country to be tapped by this road amounts to two million dollars annually. The number of bushels of oats, wheat, and potatoes was 796,833. The tons of hay, 39,573. The cattle, butter, wool, &c., make up with these the sum above mentioned. Now it requires but the stimulus of quick transit to good markets to increase this indefinitely. At present farmers find it very hard to sell their goods to any advantage, the modes of transit are slow and costly, and a continual and effective damper is put upon one of the most important industries of the island.

There are unrivalled facilities for sheep raising along the Atlantic coast. The land is low, in summer pasturage is good, and in winter seaweed upon which they feed is plentiful, and so easily got at that farmers seldom require to feed their sheep. They run wild all the year round.

POPULATION.

The population of the southern half of Cape Breton is about 50,000. The rate of increase since 1821, when a few Highland families began to disturb the slumbers of its primeval forests, has been slow but sure and steady. It is only of late that the people of Cape Breton have begun to realize their advantages, or to receive any fostering care whatever from its rulers. The County of Cape Breton during the last decade increased its population nearly twofold, and this is but a beginning of extraordinary expansion. The proposed line of railway will be within ten miles of every important settlement in the southern half of Cape Breton.

NECESSITY FOR ITS CONSTRUCTION.

The southern half of Cape Breton, notwithstanding its importance as above indicated, has no railway. The Cape Breton Railway now being built by the Dominion Government does not pass through it nor meet its requirements, and will serve more as a feeder than a competitor of the proposed line. Passing through the waters of the Bras d'Or Lake, and separated from the southern half of Cape Breton by the extensive waters of said lake, it will neither accommodate nor help to develop any of its industries south of Sydney harbour. Diverted northward to accommodate the northern half of Cape Breton, its construction has no reference to the requirements of the southern half, (saving that it enters the town of Sydney) nor to the national advantages of the existence of the important harbour of Louisbourg. It leaves the path free for the construction of a direct road to the said harbour through the centre of the southern half of the island. If the Government extends its road from Sydney to Louisbourg through the mining areas south of Sydney harbour, it will find itself compelled by the force of circumstances to extend its operations to the Strait of Canso, unless this or some other private company succeed in building the proposed road. Such will be the force of public opinion, the desire for a direct road to Louisbourg shorter than the other by one-half—the dread of accident consequent upon the engineering difficulties encountered along the watery route northward, difficulties now claimed to have been unforeseen—the clamouring appeals and threatening attitude of those who navigate the Bras d'Or Lake against the delays and dangers to navigation by the Grand Narrows Bridge, that the Government will have to yield to the cry for a short and safe road to the most important harbour in Canada. It will also have to yield to a cry for the free and open navigation of the Bras d'Or Lake.

OBJECTIONS CONSIDERED.

Cities are jealous of each other in proportion as the advantages of the one encroach upon the other. St. John and Halifax

are continually firing at one another over the Winter port and Canadian Pacific terminal questions, and both misrepresent Louisbourg because it has advantages superior to either. It is sometimes described as ice-bound. So St. Johns describes Halifax, because it sometimes freezes over. But in reality there is very little or nothing to be said against either harbor because of ice. Drift ice has been known to enter Louisbourg, but it is so seldom as to weigh very little or nothing against its other advantages. It is a fact that, owing to the northern currents meeting other currents at Sable Island, there is far more ice in the vicinity of that island and opposite Halifax than there is opposite Louisbourg. Scatarie Island deflects and disperses the ice, so that there is an open channel to Louisbourg, when south of that to Sable Island it is one jam of ice, and hence vessels have to go 50 miles south of that island to get to Halifax. The Island of Scatarie deflecting the ice outwardly, and the northern current carrying it south to Sable Island, it is only during an eastern gale that ice can enter the harbour of Louisbourg; and this is a rare occurrence.

There is regular communication in winter between Halifax and St. Johns, Newfoundland, and the ice seldom gives them any trouble south of Scatarie, and north of that so little that they seldom fail of making regular time.

The ice bugbear thus far, which has been so sedulously advertised by a hostile press, has very little foundation, in fact, very little more indeed than the presence of icebergs in the Atlantic should have against crossing it.

THE STRAIT OF CANSO.—This natural barrier would present a formidable difficulty to any private company, were it not that the Dominion Government has the matter in hand. After having spent in the vicinity of three million dollars on a railway through the Bras d'Or Lake, it becomes imperative upon it to make that railway effective by connecting it with the railway system of Canada, either by a commodious ferry or a cantilever bridge across the strait. Considering the liberal grants lately made to Cape Breton, the best and quickest method of reaching

it can be very safely left in the Government's hands, especially as the eastern extension to the strait is the best paying section of the Intercolonial. Herein the building of the central route has nearly all that commends it to the southern half of the island. It is a great deal to commend it to any company building the proposed road.

THE MEANS FOR ITS CONSTRUCTION.

It is customary in the construction of railways to seek for funds abroad. It is possible in this case to avoid doing so. The County of Richmond has given a free right of way and terminals for 45 miles ; the County of Cape Breton, we are led to believe, will give the same privilege for the remaining 35. The road in this county will pass through a great deal of ungranted land, well wooded, and the charter granted to the company gives it the right of entering upon any such land, and taking whatever materials may be wanted in the construction of the road. This disposes of sleepers and other required timber at a very low figure.

The Local Government gives a bonus of ~~\$22,000~~ ^{3200.} and 2000 acres of land per mile.

The Federal Government will give the usual \$3200 per mile.

Now it is quite possible to grade the road merely for the amount required to survey and superintend it. By allowing the people of Cape Breton to take stock in the road, and pay the same in labour, &c., the whole line can be built at no expense. The Government grants will suffice to secure rails and rolling stock. The line may be mortgaged for any additional requirements.

Such a scheme, though feasible, owing to the unbounded faith which the people of Cape Breton have in the road, may not be the most advisable. The investment of foreign capital in the road would advertise the island's advantages, and secure their development much more quickly and effectively. Though Cape Breton has the labour, it has not the capital at command to utilize its resources.

ENGINEERING FACILITIES.

Mr. W. H. Tremaine, C.E., says, a very easy route can be had, and both earth-work and masonry would be light, and that the southern route would be much shorter and through an entirely different section of country.—*Extract, Jan. 10, 1890.*

EXTRACT FROM A SPEECH MADE BY MR. D. B. WOODWORTH, OF NOVA SCOTIA, IN PARLIAMENT.

I want to say this about this proposed railway between Canso and Louisbourg or Sydney. To-day the steamship Umbria, if she coals at Liverpool, takes 2500 tons coal to last her to New York, but if she coals at Louisbourg or Sydney, she only requires to take 1750 tons, and she can have the displacement of all these tons of coal in freight; she may supply that in freight, thereby making a great saving at so many pounds a ton; and any gentleman can reckon it up, and the same way going back to England. Besides that, you have only got two-thirds of the distance between Liverpool and New York by sea, and you can take the rest by railway, and vary the journey. More than that you are in New York one day earlier than you are to-day by steamship, or if you want to go to Chicago, the distance will be very much shortened indeed. And as to the mails to the United States, I am not a prophet, but I believe that the mails to the United States will go by the way of Louisbourg or Sydney, that they will be put on board of the train there, and reach their destination many hours before they can reach it now. Any man taking his family across the Atlantic can leave New York one day after the time he needs to do it now, he can make part of the journey by railway and meet his steamship at Louisbourg or Sydney, *and this route between parts of the Old World and the New will be conducted partly on land, while it is now altogether on the sea.* Canada is the spot where they land the mails, where the passengers take boat again, where they leave the boat to go over Canadian soil, to go to the United States and all parts of Canada, *so that the question has a national importance.*

"The Great Architect of the universe has placed Cape Breton out there in the sea, the nearest point to the Old World." Before we were confederated we did not feel the necessity of the question as much as we see it now. But now that the engineers of the world are competing against one another for the shortest distance between

points, a few hours in time are of the utmost importance. *I tell you that this railway (from Canso to Louisbourg), connecting, as it does, all parts of America with the Old World in the shortest possible time, is "of great national importance."* But, more than that, with the new line building there, with the shortest line you can get from Montreal to Louisbourg. You will have but twenty-four hours, or four days from Montreal to the Pacific coast, making five days from the Pacific coast to Louisbourg, and making "five days from Louisbourg to Liverpool"—"Only ten days from the Pacific away across to Liverpool!" Why, it is a most wonderful stride and march in the affairs of men! I say now to my honourable friend from Bothwell that not five years will go over their heads—not three years after the railway is built will go over their heads, before they will see the national importance of this work, that will give an impetus to the Upper Provinces, that "will give to Canada a nationality and a solidarity that it never before possessed." This is not merely a Cape Breton question, but it has been elevated out of the class of local political question, and has become a national question, and I think the Government deserve the thanks of this country for at last coming to the rescue of that province way down into the sea. * *

GABARUS, C.B., July 23rd, 1890.

Dear Sir,—

As you have referred to me concerning economic minerals known to exist in this part of the country, and on or near the line of railway surveyed between, I shall say, Port Mulgrave and Louisbourg, I beg respectfully to name the following, beginning at the Strait of Canso.

First, the River Inhabitants coal measure. Then the red sandstone building stone. Then the freestone quarries near St. Peters. Then the silver in fine galena in St. Peter's Canal rock bed. Then the iron not many miles away, a large deposit of valuable ore, I believe, sought after by the Americans. Then a mine of mixed minerals on the road from McNabs to Lochlomond. Then iron deposits in several places in Lochlomond. Then great quarries of fine freestone in Lochlomond, and limestone and manganese. Then in North Glen, Lochlomond, abundance of good coal, in situ, 2 to 4 to 6 feet thick, in the different localities in the forest chiefly. Then Moseley's manganese mines, which are very valuable and abundant. And other mines, equally good and abundant, not

worked; in all a great area, holding abundant wealth in store. Then the lead and silver mines of Salmon River, consisting on the surface of immense beds of sulphuret and carbonate, and red oxide in some places, extending from Salmon River to Framboise. Then the fine freestone quarries of Salmon River, and the freestone generally prevailing with the river itself containing small seams of coal and brown coal gravel. Then sulphurated iron rocks and rocks for porcelain manufacture in abundance over the country. Then clays for fire brick and other purposes in Gabarus Lake. Then an iron mine in Canoe Lake, an iron mine in Mira that stretches in an unbroken length for 10 miles, consisting of magnetite, hematite, and siderite. Then the copper mine on French Road. Then the copper mine in Eagle Head, on the north shore of Gabarus, containing, besides copper, gold, silver, and bismuth, but no arsenic, I am told. Then the soapstone in Kennington Cave. Then the brick manufacture on Mira. Then the asbestos mine in Catalone, which is believed to be very rich, and which is at present sought after by companies in London, New York, Boston and Montreal. On the surface it is the blue asbestos, chiefly of the Virginia order, but giving indications that by going down it will turn out a fibre similar to that of Quebec. It occurs in serpentine rock, and co-exists with a milk-white quartz rock, which is believed to be suitable for china ware of the whitest description.

Then limestone of a primordial order exists in Catalone, Gabarus Lake, Salmon River, Lochlomond, Grand River, East Bay, St. Peters, &c. Then healing springs exist in East Bay and Sandfield, Mira.

I may say that this belt is one batch of mineral. It only needs railway communication to encourage explorers and capitalists to sink on them. I have even found amber here in small quantities. In all these cases I speak from personal observation, exploration and research, by test and analysis, therefore, my statement can be relied on. The rock very generally is Archaic, or Primordial, or Pre-silurian, or Silurian in places, and carboniferous.

I remain, yours very truly,

DONALD SUTHERLAND.

The following letter is from one of the most intelligent and capable men in the Maritime Provinces :

JANUARY 11, 1890.

* * * No ; I haven't lost faith in the southern route via St. Peters to Louisbourg ; the same peerless advantages still exist, and the Government made a silly and an expensive blunder in building via the Grand Narrows to Sydney. The people of the island are dissatisfied, as they now can see the enormity of the mistake. However, it has left the southern route clear for the Canadian Pacific or the Grand Trunk to utilize, and whichever takes advantage of it will certainly be in a position to compete with the most favorable routes now in existence, or that can exist. Louisbourg has three hundred miles of a sea voyage in its favor in the winter time over Halifax, with vessels coming from Europe, and in stopping at Louisbourg vessels do not have to contend with any coast or with the dangers of the Sable Island—I suppose you are aware that the mail steamers bound to Halifax and Portland go outside the Sable Island, and have to give a berth of at least 50 miles and, as the island is one hundred miles S.S.W. of Louisbourg, you can easily perceive what an advantage the latter place has over the former. Again, a passenger landing at Louisbourg continues almost in a straight line to his destination, say Montreal or Chicago—that is, supposing the railway was built direct to Canso. Not so when he lands at Halifax, he has to travel nearly 100 miles at right angles with the direct route before he can say that he is fairly on the way. Now as regards a traffic on this route, I would certainly suppose that as it would save at least 20 hours over Halifax, and at least 30 over Portland, that it should be the route for mails and passengers, more especially when it is the safest, as Louisbourg has the best approach of any harbour in America, and vessels coming from Europe do not approach any land until they make the harbour again, the fresh fish trade would be very considerable both winter and summer. There *could be at least 800 tons* of fresh fish—cod, haddock, halibut, mackerel, herring, turbot, &c.—landed here daily on an average. This of itself would be a big item, and I beg to say that this is no exaggeration, but I will prove it to any intelligent man. Again, as you know, we have coal here at mines price, which is another advantage to be consid-

ered. It is said, and I am told that Mr. Redpath, of Montreal Sugar Refinery, said that whatever company would build a sugar refinery at Louisbourg would have the advantage of any in the Dominion, and, owing to the humidity of the climate there, it is the most favorable for a cotton mill, and the geographical position of Louisbourg is second to none in America in its proximity to the sugar-producing countries. "The Halifax sugar refinery started with plant and buildings, value \$250,000, in 1886, in 1887 the shareholders got 13 per cent. and \$34,000 was carried forward; in 1888 the \$200,000 due on mortgage was paid off, and the shareholders got 25 per cent. besides having the stock doubled up, \$110,000 was carried forward, so that they now have a capital, including surplus, of \$210,000. The shareholders have received in all 38 per cent. dividend in two years' business, and hold two shares for every one originally held." This extract is from the best authority, and I give it to you to show what could be done here. Coal at Halifax is fully 100 per cent. more than it can be had at Louisbourg. Any points *re* Louisbourg, I will be glad to furnish you with. There is a bitter hostility against Louisbourg in Halifax and St. John, and there exists a strong jealousy in Sydney, and consequently the place is very unfairly represented by those to the commercial world. * * * * *

During the Session of 1886, Mr. H. N. Paint, Member from Richmond, advocated and presented the claims of the Southern route very strongly, and, among other things said :—

That a railway from Canso via St. Peter's to Louisbourg would be a continuance of a railway system of Canada to form a part of the main line from Europe on the East, to China, Japan, India and Australia on the West, no engineering difficulties, no bridging of consequence, sufficient fish could be shipped to supply all Western Canada, and including that portion of the United States, bordering on the Great Lakes, thereby developing trade relations between East and West to mutual advantage, and creating inter-provincial trade and a better union than that begun by the British North America Act.

Louisbourg has a fine harbor open all the year round. The weight of business and trade tends to the South side of the Island, passing through Richmond County, through the extensive and fertile district of Mira River, Loch Lomond, St. Peters, Black River, River Inhabitants to Hawkesbury.

The vast cod banks off Louisbourg and along the coast line of Richmond where fishing can be carried on all winter, and the fisheries in Bras d'Or Lake will furnish this railway with thousands of tons of fresh fish freight for the markets of Western Ontario and the United States. While Louisbourg remained in the hands of the French it exported 500,000 quintals of cod annually, amounting to 30,000 tons in weight, and 600 vessels frequented the harbor. This freight of fish would not be secured by the Northern route for not a boat ventures out from the Gulf ports to fish for five months in each year, the Gulf of St. Lawrence being covered with ice.

Arichat, a capacious and safe harbour, freezes later and opens earlier than Sydney. Cariboo harbour, now called Port Malcolm, also in Richmond County, near the Strait of Canso, can float at any time 1,000 large ships in perfect safety, and open the year round. This would be the natural outlet of the County of Inverness. All these fine harbours, with others not named, would serve as feeders to a railroad through the county. In 1713 the French spent 7,000,000 on its fortifications.

The harbour of Louisbourg is one of the very best in North America, with good anchorage. Its entrance, formed by two small islands, is four hundred yards wide, and by means of the high cape and lighthouse in its vicinity, is discoverable by ships at a great distance.

Mr. Paint then read the following letters from Cape Breton :—

From Sydney to Valencia Island, 2,010 miles ; from Louisbourg, 1,987 miles ; in favor of Louisbourg, 23 miles.

Now this 23 will grow to 46 if proper view is taken of it, viz : a steamer coming from Europe steers directly to Louisbourg, passing about nine miles south of Scatterie ; now look at the map and see the actual distance from this line to Sydney. You will see that a ship bound to Sydney from Europe has to deviate from her direct course to get to Sydney after passing Newfoundland, and will have to come back out of Sydney bight, the same distance of the deviation before she is on the direct route to Europe, or going West as the case may be, which in mostly all cases will make 90 to 120 miles sea voyage in favor of Louisbourg over Sydney, so that it is essentially necessary to preserve and protect the great interests of Cape Breton in the shortest route, that there should not be 30 miles lost

on land, as would be the case if the railway is built northward.
* * * This road will accommodate 90 miles of a coast line from the Strait of Canso to Scatterie, which is one of the finest fishing districts in the Dominion, and the Port of Louisbourg being the most central in the great fisheries of North America, will naturally become the great fish depot of Canada, and largely that of the United States, and "*a thousand tons of fish daily*" preserved in ice would be only a reasonable estimate of what could, or would be sent over this road to the great marts of the West. Now the next and perhaps the greatest would be the Atlantic mail and passenger traffic, this is warranted by Louisbourg being the nearest available port to Europe, and being on the line of the most direct route from Montreal to Liverpool, which without exaggeration will make a saving of about 30 hours over any other route that can be adopted. Louisbourg being connected by rail with the principal coal mines of Cape Breton would become the great commercial centre of these mining districts, and being situated half-way between Liverpool and New Orleans, must eventually become the coaling port or half-way house for those steamers that ply between the two places. Now take these several great commercial considerations for the railway to Louisbourg, and the subsequent local traffic that would result, and you will find that there is no section of a proposed railway in America, that has such a promising future. It is fairly an agricultural country, and abounds in mineral wealth such as iron, copper, gold, bismuth, cobalt, zinc, molybdenum, manganese, &c. The Southern railway route is one that should be adopted as being the most essential to the prosperity of this much neglected island of ours, notwithstanding the spleeny assertions of interested land lubbers, whose ideas of a country's wealth is the agricultural products of the vicinity in which they themselves vegetated.

Yours truly,

CAPE——.

Now as regards the Port of Louisbourg. This is from a special correspondent of the *Halifax Herald*.

LOUISBOURG, C.B., May 13th.

"During the past fortnight our harbour has been thronged with vessels of every size and rig, waiting for the ice to move off the coast. They are all bound for Sydney and out port mines to load coal for

the States, the late strikes there having caused quite a scarcity of the black diamond. It is a great pity that the railway from here to the Reserve mines and Sydney, was not in a fit condition to be travelled over.

"Coal was in great demand this spring, freights were high, our harbour open all the winter, and the coast from this West free from ice, so that quite a brisk and large trade might have been carried on. If ever, this winter and spring, I think, has shown the superiority of the harbour of Louisbourg over that of Sydney and others in Cape Breton as a winter shipping port. I must prove to any unprejudiced mind that it is the only fit terminus for the railway extension into Cape Breton. I dare say many think otherwise, but, I fear that in nine cases out of ten they have "an axe to grind." I have none, but I speak merely on account of the natural advantages which Louisbourg possesses over any other ports in Cape Breton, and which must tell sooner or later."

Here is a letter from a gentleman of standing and importance, a leading clergyman in the island, Donald Sutherland, an old country minister.

GABARUS, C.B., 2nd April, 1886.

In the *Ottawa Daily Free Press* of the 24th March, under the heading of "Sessional and other notes," is an item on the Cape Breton line of railway which truly surprises me. The writer there says that Mr. Paint's scheme is generally considered impracticable. This is not true, so far as people down here are concerned, and I am one of them. The truth is, sir, your scheme is the only practicable one, and although I do not make it my special business to interfere in these matters, I should say that the line should make Louisbourg the terminus, if for the sake of connection with the coal railway line ending there, but that the chief terminus should be in Gabarus, which affords one of the most magnificent harbours in the world, and that a branch might go from Gabarus to Sydney, the distance of about twenty miles. By this means, as the coal railway already connects Sydney with Louisbourg, Sydney would have in reality two branches connecting with this great line instead of one, viz: with Gabarus and Louisbourg. The coal railway to Louisbourg should be operated, and must be operated at any rate, and it might be subsidized by both the Local and Dominion Governments to do the

work now so irregularly and expensively done by so many indifferent harbours and breakwaters along the coast. With regard to the amount of traffic, it would have the traffic of the whole Island of Cape Breton run over a road of seventy miles in length from the Strait of Canso to Gabarus, or of eighty-two miles to Louisbourg, fed by a productive country, and an extraordinary wealthy ocean, minerals, grain, fish and forest, the very berries spoken of and many more kinds in cart-loads. Even this spring we do not know what to do with our potatoes—so plentiful are they and withal so good. This country is thoroughly stocked with meat, more than the people require for home consumption, and if there was a railway line they could get it away; and they could consign their fish, fresh or salt, in like manner. And the most experienced fishermen we have, say that all winter they could carry on the work of fishing and packing it in ice, and consigning it all over America, and by the convenience of steamer to England as well. At Mr. Donkin's request I gave him in writing a statement of what minerals are to my knowledge to be found on this line of railway, and that statement should accompany his report to the Government. But whether or not, it is proper here to say that copper, bismuth, gold, silver, iron, manganese, lead and coal exist on this line of railway. From the St. Peter's Canal to Louisbourg is one continuous belt of valuable minerals.

The line itself is easy, on good bottom, not through barren, or soft yielding land, and not through rock, with the exception of a few yards at Eagle Head, perhaps between Garbarus and Louisbourg. I have travelled extensively on railways in Europe and America, and I have to say that it would be hard to find an easier line than this is. From my conversation with the engineers employed on it too, I think their report will carry me out in this. I conclude in my honest convictions that this line to Gabarus and Louisbourg, would pay a company better eventually without one cent's subsidy, than any other line of equal extent that can possibly be selected, even with a subsidy of \$6,000 a mile (*i.e.*) within the extent of the Island of Cape Breton. It will be the embouchure of all the American lines pointing in the direction of shortness to the old world, and it will command its own commerce, let adversaries to it say what they will. Might as well instruct a cannon ball, as soon as discharged to deviate from its course, as overbear the natural

lines of sea and land, in point of directness in the channels chosen by commerce and trade.

I have the honor to be, yours sincerely,

DONALD SUTHERLAND.

Extract from a letter written by Mr. Richard Potter, late Manager Grand Trunk Railway, to Mr. Paint:

"Ever since 1873 I have anticipated the inauguration of Louisbourg as the chief Atlantic port of the American Continent, and your scheme provides for this."

The following passage occurs in a letter addressed to Hon. Mr. Mackenzie, by the financial director of a wealthy English Association:

"It may not be out of place to state, also allowing that the works now being executed on the canals of the St. Lawrence will permit within three years of vessels of 1,000 to 1,200 tons burthen proceeding from Chicago to the sea; that Louisbourg, with its cheap and abundant coal and iron, an open harbour all the year round for steam navigation, and situated at the mouth of the St. Lawrence, cannot fail in becoming the true seaport of that river (the St. Lawrence), and for the mighty trade which is yet to flow over it to England and the continent of Europe."

The same gentleman, D. J. Kennelly, wrote:

"Moreover I explained my firm conviction that Louisbourg, with cheap coal and iron, must become the seaport of the St. Lawrence, for the enormous trade to come forward through the intended system of canals; and as passenger traffic gravitated to the place of shortest sea passage, so Louisbourg eventually would form the trans-Atlantic port for mails and passengers.

"For vessels engaged in the immense traffic between Europe and the United States of America, Louisbourg is by far the most important station of any. It presents the following advantages: 1st. Harbour is open and free from ice all the year round. This I can attest to from an official record kept for sixteen years in succession by myself. Even Boston and Halifax harbours, though several degrees more southerly, are not free from occasional inconvenience in

severe weather from floating ice. Louisbourg, with rare and brief exceptions, is kept open during the winter by the unceasing restlessness of the Atlantic waters which feed its harbour, while the St. Lawrence ice is deflected by its impact with Scatterie Island, which impels the ice, aided by the tide, in a south-east direction.

2nd. It is the nearest port on the American continent to England and Europe. Its distance from the nearest English port, Milford Haven, is 2,055 miles. It is nearer to Europe than Halifax, on a line of a great circle by 196 miles, and than New York by 780 miles.

3rd. It offered while the railway was in order, to coaling vessels, the best steam coal at the cheapest price, viz: \$2 to \$2.50 per ton, 2,240lbs, free on board, and with the quickest possible despatch.

4th. It is about half-way between Europe and the shipping points of the Southern States. Therefore a steamer laded with cotton, &c., from New Orleans, or other Southern ports, can carry a much larger cargo by taking half the necessary coal at port of departure and replacing it with the other half obtained at Louisbourg. Forty-eight steamers in one season were supplied in this manner.

5. This economical process of replenishing with coal half-way is now partially carried on by filling the bunkers at Halifax, but as the cost of coal is very much higher than it is at Louisbourg, while the despatch is not so great, the superiority of Louisbourg as a coaling station is manifest. It requires four hours to steam into Halifax and out of it, and less than one hour into and out of Louisbourg.

6th. Louisbourg is situated in latitude 45°54', and longitude 59°57'. Its harbour will be found to be safe, capacious, easy of access and capable of accommodating the largest class of vessels afloat, Bayfield's chart shows a depth of water varying from 24 to 60 feet, with good anchorage. By calling at Louisbourg the danger of running on Sable Island, which is 100 miles west of Louisbourg, would be forever avoided.

7th. From its position as the most easterly port of the American continent, it is well fitted to become the recipient and warehousing depot of American and Canadian grain, and other produce ulteriorly intended for European markets. For as its communications seaward are open all the year round, the shipments might be effected thence at any period, and to any point, as markets might offer inducements.

8th. The Cape Breton Railway, taking the southern route, will connect Louisbourg with the vast arterial system of railway communication that traverses the continent of North America and will make it the most eastern terminus of the great Canadian Pacific Railway of Canada. "*The missing link, less than eighty-two miles,*" once supplied, a passenger from Europe landing in four or five days at Louisbourg, might step from the Atlantic steamer into a railway carriage, which would convey him to any important town in North America. This will be accomplished before long, and then Louisbourg will form an important point of contact between the new and the old world."

Mr. Kaulbach, of ———*, Nova Scotia, remarks in Parliament. * * *

This road should not be characterized as a local work, when it really is not, but a part of our trans-continental road, an extension of that gigantic structure the Canadian Pacific Railway, stretching from Burrard Inlet on the waters of the Pacific to the waters of the Atlantic, with Louisbourg or Sydney as the Eastern terminus. This road, when completed—as was graphically described by the Hon. member for King's—will materially shorten the route from the Old World to the United States, or across the continent by the Canadian Pacific Railway to China and Japan. Besides, the stowage capacity for coal, that would be used in a longer passage to New York, or some other American port, can be occupied in freight, not only thereby affording a saving to the ship in the low price of coal at the pit's mouth, but a benefit to the miner, or vendor at the same time.

From a speech made in the Legislature of Nova Scotia, during the season of 1888, by the member from Richmond, Joseph Matheson, Esq.:

CAPE BRETON RAILWAYS.

MR. MATHESON—Mr. Speaker, I gave notice on a previous day that I would move a certain resolution:

Resolved, that in the opinion of this House, the Government should grant larger inducements than are now on the statute book, towards the building of a railway connecting the railway system of Canada, by the shortest and most feasible route, with the coal mines of the southern half of the island of Cape Breton.

MR. HEARN—I second the resolution.

MR. MATHESON—It is known already that a resolution from the municipal council of Richmond came to the government, asking them to grant concessions; and I think when it will be examined into fully, you will find that they are not asking too much. I would like very well to have the attention of the house, because I am not much accustomed to speaking, and if this house is all in small committees, I will have to stand till they are done; but if I cannot speak well, I can stand a good deal. (Laughter.) I think it is evident that what I am asking is for the benefit of the province at large. The mines of Cape Breton are such as the government of Nova Scotia cannot afford to neglect. If the other mines in Nova Scotia were shut up for half the year, like those of Cape Breton, for want of accommodation, I think the revenues of Nova Scotia would stand in a poor position. While some say that the island of Cape Breton should look forward to getting out of the union with Nova Scotia, I would prefer looking for something from this government. I think that if we got justice, it would be well for Nova Scotia proper. I do not hesitate to say that successive governments have systematically neglected to provide proper assistance for the railways in Cape Breton. We find that something over ten million dollars have been spent by the government on railways in Nova Scotia, whereas they have never built one mile of railway in Cape Breton, notwithstanding that nearly about one-half their elastic revenue is derived from Cape Breton. Some hon. members of this house may be under the impression that Cape Breton is not worth looking after, that there is nothing there more than coal. Well, sir, I am prepared to show by the last census that the fisheries of Richmond alone are worth about \$400,000 a year, that the fisheries of the southern part of Cape Breton are worth \$300,000 a year; to prove more, that that portion of the country is not behind, even in agricultural products, the average of Nova Scotia. We find by the last accounts we have that following this southern route, so-called, they raised 583,431 bushels of potatoes, 146,736 bushels of oats, and 37,158 tons of hay, and we find also that there are 40,362 inhabitants along that route, and we might enumerate a good deal more of the industries of this part of the country, but for argument's sake we can confine ourselves more to the coal trade itself. With a railroad tapping the coal mines of the island of Cape Breton it would offer such facilities for distribution that no doubt the output would in a short time double what it is at present, increasing the revenue the province would draw from

royalties. Whereas the mines of Pictou are going back, and apparently do not furnish the province an unlimited source of supply, the mines of Cape Breton have increased their output for the last year by 129,000 tons, thereby materially enlarging the revenue derived from that source by this government. Now, in asking this assistance for railway purposes, we do not want any of the money you are at present using, we do not want to put the government in debt; we merely want them to be liberal enough to give us the benefit of what is likely to be the increase of the next few years. I do not think this is asking a great deal, for I find that the revenue this government derives from those mines would in twenty years wipe out the whole cost of the railways of Nova Scotia. Now, while building all the railways of Nova Scotia out of the mines of Cape Breton, is it too much to ask you to give us what they would produce to the province for the next two years? For instance, if we have entered into co-partnership, and Nova Scotia has been getting the benefit, is it too much to ask that a certain portion of it be used for the advantage of the place where it is collected? I find that since confederation the province of Nova Scotia has spent \$1,642,152 on railways, that is, the Western Counties railway, sixty-seven miles, \$695,197; Eastern Extension, \$611,758; the Nictaux and Atlantic, \$115,587; the Springhill and Parrsboro, \$139,650; surveys and other expenses, \$84,860. We find also that the cost per mile to the government has been \$6,675, exclusive of guarantees for certain railways of \$511,000. And yet, in the face of the fact that Nova Scotia has never built a mile of railway yet that did not cost this government \$6,675 per mile, the only thing offered to Cape Breton is the standing offer of \$3,200 per mile. Now, the government in offering this knows just as well as any man can that that subsidy has never built a mile of railway in Nova Scotia, and that in putting that on the statute book it is no use, and nobody can build a mile of railroad with it. Now, all this resolution asks is that the government will give us \$4,328 a mile for a short line of some 80 miles. Why that would not take away half the actual increase of royalty from the coal mines of Cape Breton, so that it will be a mere bagatelle; it will cost the government nothing but what they can make money on. To refuse us this small subsidy would be the same as for a penurious farmer to refuse to sow seed, or for the fishermen to try to catch fish without bait. That is the course that has been adopted towards Cape Breton, and

it is actually taking away the seed from the ground. Now I do not intend to dwell on this, because there is so much in it that it might weary the house, but I think the few facts I have given are sufficient to show that what we are asking for is only what we are entitled to, and that in fact we are entitled to a great deal more. It will not cost the government anything; it will be money in the treasury; because by increasing the facilities of the coal mines, it will be increasing their output, and thereby increasing the provincial revenue a great deal faster than the sum we ask for will decrease it. As I have asked already, what would this province be without its revenue from the coal mines, yielding sufficient to pay the whole railway debt of Nova Scotia in twenty years? Now another thing; I think to the city of Halifax it would more than pay to have this road built. The city of Halifax loses annually what it would cost to build that road, as I am prepared to show. For instance, at the mines of Cape Breton, coal is sold for \$1.50 a ton; it has been sold as low as \$1.30. This is owing to the ease with which it is mined, more so than in Nova Scotia proper, as will be shown by the collieries report. If we had a railway, and were to be charged the same price for carriage as the Intercolonial railway is getting from Springhill, coal could be put in the markets of Halifax very much cheaper than it has ever been put heretofore, and it would prevent again the coal famine, such as they have been subject to more than once in our recollection. For instance, coal in Cape Breton can be mined so very much cheaper, that it can be distributed, if there were railway facilities for doing so, very much cheaper than from other counties. Pictou coal is delivered at the pit's mouth for \$2.40 a ton. It is about 100 miles from Halifax, and at three mills per mile for carriage, can be delivered in Halifax for \$2.70 per ton. Cape Breton coal, at three mills per mile for carriage, could be delivered in Halifax for \$2.22 per ton, or say \$3.33 per chaldron, against \$4.05 per chaldron for Pictou coal, so that Cape Breton can furnish coal in the Halifax market for 72 cents less per chaldron than any other mine they can be supplied from. But instead of availing themselves of this opportunity, no longer than 12 months ago we have noticed them importing Cape Breton coal from Baltimore. Probably they find it better after being Americanized. As I may have to revert again to the subject, I will not follow it out any longer just now. (Applause.)

When I spoke of the most direct and feasible line, to go a distance of 80 miles through a country with no obstacle in the way,

I do not think the bill can be filled by 120 miles of road with the Grand Narrows to get over. In fact, I and many others always thought that the Strait of Canso was enough to get over without crossing the Grand Narrows, because that is neither the most direct nor the most feasible route. However, one reason I think that no direct offer has been made to build a road to Cape Breton is that nothing is offered to build with. For instance, if it takes \$6,675 per mile of government money to induce people to build railroads in Nova Scotia, how can they expect \$3,200 per mile to induce people to build railroads in Cape Breton. We merely want \$4,328 per mile; that is all that we want, and in asking for that I think we are prepared to show that the country will not be incurring any debt whatever in giving it to us. I do not think in such an exceptional case it would be going too far. For instance, taking the county I have the honor to represent, I might say that from St. Peter's to Louisbourg, a distance of about 50 miles, there is no harbor fit to shelter a boat, showing the inconvenience we are laboring under. This government has never given a dollar of subsidy to that part of the country, and notwithstanding all these disadvantages, I think we can compare fairly in productions and contributions to the revenue with much of the province of Nova Scotia. The northern part of the island of Cape Breton was satisfied less than twelve months ago to have the present Dominion road where it is, they should be satisfied with it now. If so much has been done to meet their views, something should be done to meet ours, as we can show that our road would tap fully as valuable a country, and much more so, and it is not to be expected that the present road will ever carry a car load of coal. I take for granted that if the Grand Narrows are open all the year round, it is simply because there is such a current as to keep it open, while the ice in the neighborhood is six feet thick; and with such a current as that, it is not suitable for a ferry. Therefore, sir, I do not consider that the most direct and feasible route that my resolution speaks of. I do think that this government in their wisdom should see their way clear to offer some more liberal inducements for a road in Cape Breton, considering that in all likelihood it would be only increasing almost the only elastic revenue they have. I believe from all I can understand and know that no other route in Nova Scotia, *no other route in Canada, can open up such mineral resources as the very route I am speaking of, and when I say this I know it to be true.* Now why should it be

expected that railroads can be built in Cape Breton for less than half of what they cost in Nova Scotia? Or is it necessary for us to get up a wild cat company and cheat the government of Nova Scotia into giving us subsidies, as others have done. We think it more honest to approach them in a business way than to lead the government on blindly step by step. That is the way the governments of Nova Scotia have done in the past; they have been going it blind. We merely want them to offer a reasonable inducement that will not burden the province any, while securing that desirable object, to encourage a railroad in Cape Breton. I think it would be as well if the government could see their way to give a reasonable inducement in the beginning as to be led into it; for I think that companies that have been formed and have satisfied the government that they could build railroads in the past, have shown conclusively that the governments had to build the roads, and that they had nothing to build with; for I think I have shown that every mile built in this province has cost the government \$6,675, besides large guarantees on stock and large concessions in crown lands. Now this is the reason I think the government might be a little more liberal to Cape Breton, considering that the Dominion government has undertaken to build one road through the island. Suppose two companies were building railways through Cape Breton, and suppose the Dominion government subsidized each of them to the amount of \$3,200 per mile; it is very likely this government would also subsidize them both to the extent of \$3,200 per mile. Suppose a company was building on each side of the Bras d'Or lake; these subsidies would be available, because they are offered to branch lines. Now, the Dominion government has taken one of these roads to build itself; it says: We will take the most difficult one, the one likely to yield the least revenue, and now we leave you to double your subsidies on the other. Even suppose this government should give us \$6,400 per mile, it would be only the same as if they were paying \$3,200 per mile on each road. Now, if they give us what we ask, \$4,328 per mile, I think there would be no trouble, but that it would accomplish the desirable purpose. I do think this government should put on record their willingness to assist any safe reliable company who would undertake to build this road, because I consider it would not only open up the resources of that valuable part of the country, but would be putting money in your treasury. It would not be taking a dollar from you, because

the annual increase in your revenues would be more than the subsidy would amount to. I think, therefore that it would be well if this could be looked on in a business-like manner, aside from any prejudice in the matter. I am very far from separating one county from another, but if the government are getting so much from that locality, it would be to their interest, looking to the benefit of the country at large, to increase that revenue by giving us facilities. I think in the interest of the whole province of Nova Scotia it would be a good investment. I think it would be the same as the case of a farmer sowing seed and expecting a crop. I may say that successive governments in Nova Scotia have been reaping in Cape Breton what they did not sow. Now, if the Dominion government only gave a certain subsidy to build that road which they are now building, this government would be prepared to come down with \$3,200 per mile for it; then if another company was building on the other side of the Bras d'Or they could not well refuse the same subsidy. This would be half as much again as we are asking for; and it is certainly just as well to expend this money on one important line as to spread it over the whole country.

MR. MATHESON—Mr. Speaker, inasmuch as I did not bring the resolution before the house for the purpose of speaking about the claims of other parts of the province, sooner than inflict upon the house two or three hours discussion about the claims of all the counties in Nova Scotia, I beg leave, with the consent of the seconder, to withdraw the resolution. (Hear, hear.)

Extract from a speech made in the Legislature by the Honourable
Isidore Leblanc, M.L.C., in April, 1890:

CAPE BRETON RAILROAD.

Hon. Mr. Leblanc said there was one bill among those reported up upon which he wished to make a few observations. He referred to the bill which contemplated the building of a railroad through the counties of Richmond and Cape Breton. He was pleased that this bill had received favorable consideration. It was a very important bill. This road was going through the various mining districts of the island of Cape Breton, and would certainly be a great benefit to the island and to the province in general. The road was destined to be a paying enterprise. It would begin at Hawkesbury, which

was a thickly settled district, and extend from that point to the Richmond Cove mines, thence through the coal mines of River Inhabitants and through the settlement of Camp Road. From the Camp Road it would pass near Arichat and D'Escouse, where there was a great number of vessels. It would then pass through River Bourgeois, and cross St. Peter's canal, from which it would go through L'Ardoise, Fourche, Gabarus, and up to Louisbourg, where there was a winter port second to none in the province. The road would pass through districts with copper mines, limestone, plaster, marganese and coal. It was a well-known fact that the island of Cape Breton from Louisbourg up was a solid mass of coal. That was well-known all over the world.

He thought that this company deserved a great deal of credit, congratulated them on their enterprise. There was no doubt that the road would have been completed by this time if the Dominion government had not taken the matter out of the hands of this company and decided to build a road themselves. The Dominion government had found that they had two parties to please. The island of Cape Breton was so formed that there was a lake in the middle of it, both sides of which were settled. The width of the island was over a hundred miles, and the people on the south side could not reach the present railroad. The traffic on the south side of Bras d'Or lake and the ocean traffic, which was a great deal more than that on the north side, would not be able to reach the present road. Consequently this road was a great deal more important than the one now being built by the Dominion government. He considered that this road would be a feeder to the other road. It would meet at both ends, and the whole traffic of the ocean, as well as that of the southern side of Bras d'Or lake, would be carried over it. It would also go through a fine farming country, and when in operation would develop all those mines, and be a great benefit to the province in general. Another point in favor of the road was that when completed it would enable us to dispense with the steamboat service on the Bras d'Or lake, which was in receipt of a very large subsidy from both governments, almost as much as they were giving to the railroad. These steamers only ran about seven months in the year, and yet the company have made a fortune out of them, which went to show that there was a large traffic to be accommodated. The Hon Mr. Fuller was not a member of the house when this bill was first referred to the committee, but had since become a member

of the house and had been added to the committee. The bill had been submitted to that hon. gentleman and he was glad to know that he had approved of it. That hon. member was well acquainted with the island of Cape Breton and was prepared to give the measure his support. With those few remarks he desired to express the hope that the bill would meet with the favorable consideration of the house.

In subsidizing this enterprise the government would derive a hundred fold from their outlay in the way of royalties. There was no place in the island of Cape Breton where it was more important that a railroad should be built, or where it was easier to make it pay. In fact this was the road that should have been built from the first. It was the one asked for and the one that would have satisfied, to the greatest extent, the whole island of Cape Breton, although that island was very hard to satisfy with any one road in consequence of the geography of the island, to which he had referred. He hoped the government would put their shoulder to the wheel and help the enterprise along, as the people of that side of the island were deserving of such accommodation, and would no doubt remember it to the advantage of the government that would come to their assistance.

Extract from a speech of Hon. Mr. Goudge, Chairman of the
Private Bills, &c. :

There was one feature of the bill as reported up that was exceptional, namely, that the committee had allowed the bonding privilege to be put at a higher figure than in any other similar bill before the house. The usual amount had been \$15,000, but in this bill it had been placed at \$20,000, in consequence of the difficulties of the road which it was proposed to build. When the Dominion government had this road under consideration they had engaged to grant a subsidy to the extent of three thousand pounds sterling a mile, which would be \$15,000, and therefore he thought that, considering that the government were now building a road through the island of Cape Breton, the gentlemen who came here to ask for this act were entitled to a great deal of consideration. * * * * * He was delighted to hear his hon. friend from Richmond speak in the terms in which he had done regarding the section of the island of Cape Breton through which this road was to run. He did not think that the hon. gentleman had overdrawn the picture in any degree whatever. He was very much pleased as a member of this

house, and also a member of the committee, to give any assistance that could be given towards the construction of this line through the southern portion of the island. A question had been asked with reference to the length of the road. He might answer that it had been estimated at seventy-eight miles, and it would go through a section of the island entirely distinct from that traversed by the road now being built by the Dominion government. He only hoped, as he had every reason to believe, that the gentlemen who were incorporated under this bill would proceed with the work immediately. * * *

THE HARBOR OF ARICHAT.

The harbor of Arichat, in Isle Madame, is completely landlocked, with two entrances, and is deep and capacious. The upper end of it, east of Kavanagh Point, is one mile long, from one-half to one-fourth of a mile wide, and from 40 to 60 feet deep. From its easterly end to Crîd Pass, a narrow entrance it is more than $2\frac{1}{2}$ miles in length, and from 40 to 80 feet deep. The principal entrance between Jerseyman Island and Harrache Point, is $\frac{3}{4}$ of a mile wide, with a depth of from 40 to 90 feet over 2-3 of its width. H.M.S. "Northampton," one of the largest warships afloat, has steamed around Jerseyman Island. The harbor is principally frequented by fishing vessels, but steamers call there occasionally, and sometimes men-of-war. One steamer, the "Rimouski," plies regularly once or twice a week between Arichat and the neighboring ports in Chedabucto Bay and the Straits of Canso. Another steamer, which plies between Halifax and Prince Edward Island, calls at Arichat. There are more than 130 vessels owned in Arichat, according to the register. These trade at home and abroad. The harbor is generally free from ice during the winter, except where a little forms at the eastern end and along the shore. Opposite Crîd Pass the water is always open. In the spring, according to the wind, the harbor may be closed with ice for a few days. Arichat is the county town of Richmond, and is also the centre of the fishing industry of nearly the whole southern coast of Cape Breton.

LOUISBOURG LIGHT.

North side of entrance to harbor, 120 yards inshore of point lat. $45^{\circ} 54' 30''$ N., long. $59^{\circ} 57' 15''$ W., fixed white catoptric light, visible 16 miles, 85 feet high, building white, with a black vertical stripe on dwelling; height, 35 feet.

An automatic signal buoy, in 30 fathoms, $1\frac{1}{2}$ miles S.E., $\frac{1}{4}$ E. from lighthouse.

From this buoy a course N.W. by W. will clear the Broad Shoal and lead to the fair way of Louisbourg harbor. Taken up about December.

MEANS OF DEVELOPMENT.

In this age of headlong progress, when success can be acquired only by speed and low prices, the only means for the Province and the Dominion to benefit by the vast riches hidden in these parts is the establishment of this road, to take the coal, the minerals, the fish, and the products to market without having the profits eaten up by the cost of transportation.

SOURCES OF TRAFFIC.

There is no doubt that as soon as the Cape Breton Extension Railway is started, mines will be worked on a large scale, and a great variety of industries will develop themselves in a short time.

So much for local freight, but the Cape Breton will have the trade of Newfoundland, and share largely in the Trans-Atlantic trade.

It will initiate an era of prosperity for the agriculture, colonization, commerce and industry of Cape Breton and the Province.

It is incredible that the building of a railway through the southern portion to Louisbourg has been neglected to this day. If we desire to keep our co-patriots and citizens, and induce strangers to settle in our midst, we must of necessity commence by opening up the country with railways.

The Cape Breton Railway will be the true short line which our best political economists have been dreaming of for years.

As to Quebec, Montreal, Toronto, and all of the great West, they have the greatest concern in the building of the road, for it will give them the shortest possible route to the markets of Europe, and to Europe the shortest route to the Great West, Japan, China and Australia.

CONCLUSION.

It has been herein clearly shown what advantages *this short* line, via St. Peters and Louisbourg to Europe, will possess over all other routes in Canada. —And the shortest routes, from ocean to ocean, are through and over Canadian soil, and in the struggle for supremacy now going on the Canadian railways will have the vantage. We cannot make it clearer than by quoting from an editorial in the *Montreal Star* of August 20, '90:—

“ Meantime, in the contest between certain American lines and those of Canada, it is easy to perceive that the northern are stretching from ocean to ocean across the continent has an advantage against which it is vain for the more southern lines to compete. Trade runs like water, in the easiest channel, and, as its volume increases, it cuts a route from which it is very difficult to divert it. This is the railway situation as now developing, and the efforts of the American lines to head-off the Canadian system must of necessity be as futile as an attempt to divert the waters of Niagara into the Erie Canal.”

COST OF COALING AN OCEAN GREYHOUND,

AND ADVANTAGES TO STEAMERS COALING AT LOUISBOURG AND SYDNEY.

The cost of a single round trip across the Atlantic and back, of one of the great ocean steamships, must be from \$20,000 to \$50,000, says a New York despatch to the *Philadelphia Press*, the last figure being often too small for such a boat as the “Teutonic,” the “City of New York,” or the “Columbia.” The former vessel turned into smoke full \$7,500 worth of coal on her last passage to New York or about \$1,200 each day. If she had been going to

Liverpool, instead of from that city, the American coal that would have been used up in getting the same amount of power would have cost about \$10,000. Steamship men claim that she must have burnt nearly \$10,000 worth of Welsh coal anyhow, and are not inclined to accept any lower estimate. The "Columbia" on her record beating journey across the ocean, averaged 345 tons daily, or twenty tons more than the "Teutonic's" officers say she consumed, while the Inman officers admit that the "City of New York" burned 350 tons of coal a day in her last voyage. The coal bill, of course, is the biggest item of expense in fitting out a crack steamer for a trip across the Atlantic, though

FREIGHTS ON THE GREYHOUNDS

seldom run over \$3,000, because passengers take up all the room. Then Uncle Sam and Queen Victoria make up a purse of \$2,500 for carrying the mails on each voyage. The totals would then read: From cabin passengers, \$40,000; steerage, \$15,000; freight, \$3,000; mails, \$2,500; total, \$60,500. This would be for only a single trip, too, from Liverpool to New York, and if the vessels were equally full going back, the companies would be coining money. But the figures given above represent the highest that are obtained by any of the lines, and they are often cut in two during nine months of the year. At other times the passenger list is short and not more than two hundred names are on it. They have to be taken care of as well as if double the number were on board, however, and it is this that eats up the big profit made by all the lines in the summer season. The loss of such a vessel as the "Oregon," which was sunk in New York Harbour, cuts the stockholders out of a dividend, too, and the accident to the "City of Paris," which took the Inman record breaker into dry docks with her last spring not to yield it up until the "Teutonic" brushed off thirteen minutes, has lost the Inman people full half a million.

What a saving in fuel could be made if these steamships ran from Louisbourg, where they could be coaled at half the price, and what a gain in freight—from 300 to 900 tons per single trip.

TABLE OF DISTANCES.

TRANS-CONTINENTAL RAILWAY DISTANCES.

Halifax to St. John.....	277 Miles.
St. John to Montreal*.....	481 "
Montreal to Ottawa.....	120 "
Ottawa to Winnipeg.....	1804 "
Winnipeg to Brandon.....	133 "
Brandon to Regina.....	224 "
Regina to Calgary.....	483 "
Calgary to Vancouver.....	642 "
Total.....	3664 "

* Head of Ocean Steamship navigation in summer.

GREAT CIRCLE, OR AIR LINE DISTANCES, IN GEOGRAPHICAL MILES.

Yokohama (JAPAN) to Port Simpson.....	3865 Miles.
....do.....do... " Port Moody (to Burrard Inlet).....	4374 "
....do.....do... " San Francisco.....	4470 "
San Francisco..... " New York.....	2228 "
.do.....do..... " Montreal.....	2202 "
Burrard Inlet..... "do.....	1992 "
Port Simpson..... "do.....	2194 "
St. Johns (Nfld.)... " Cape Clear.....	1670 "
....do.....do..... " Tory Island.....	1693 "
Montreal..... " Quebec (River St. Lawrence).....	145 "
....do.....do..... " Cape Race (via St. Paul).....	1013 "
....do.....do..... " Belle Isle.....	892 "
Belle Isle..... " Tory Island.....	1657 "
Cape Race..... " .do...do.....	1736 "
.do...do..... " Cape Clear.....	1708 "
Tory Island..... " Liverpool.....	240 "
Cape Clear..... "do.....	310 "
Halifax..... " Cape Race.....	470 "
Portland..... " .do...do.....	767 "
Boston..... " .do...do.....	808 "
New York..... " .do...do.....	1010 "
.do...do..... " Liverpool (via Cape Race and Tory Island).....	2987 "
.do...do..... "do.. (via Cape Race and Cape Clear).....	3029 "
.do...do..... "do.. (Course shaped for a point about 100 miles S.E. of Cape Race).....	3052 "

SABLE ISLAND

—The grave-yard of the North Atlantic—and in the track of vessels to and from Europe, is 100 miles S.S.W. of Louisbourg, and therefore avoided by vessels bound to that port from Europe, is, according to the following, rapidly wasting away :

HALIFAX, N.S., July 19.—The Government steamer Newfield has just returned from a visit to Sable Island. Captain Guildford was greatly surprised on reaching the Island to find such a remarkable change in its formation since his last visit. The western end is rapidly washing away to the north. The captain is of the opinion that a survey of the island should be made at once, as it would greatly assist vessels sailing in that direction. Few mariners are aware of the remarkable change the Bar has undergone during a very short time. Since 1880 three lighthouses have been erected on the island, two of which have been washed away. The sea is now eating into the sand which surrounds the third. It is not a very long time since the island was 40 miles in length ; at present it is only 20 miles long. Should this washing away continue for any great length of time, Sable Island will soon be a thing of the past. Captain Guildford is of the opinion that the carrier pigeon service about to be established by the Dominion government will effectually solve the question as to how news of disasters occurring at the island can be forwarded to the mainland. There have been no wrecks on the island during the past two months, nor has there been any wreckage washed ashore.

The following well chosen words of Mr. B. W. Wren, General Passenger Agent, of Knoxville, Tennessee, referring to his country, can also be well applied to Cape Breton and Nova Scotia, with all their varied and unequalled wealth of land and sea :

“Gentlemen, you are at this moment standing on the gateway that leads to the south. The wealth that is there, hidden no longer from human eyes, flashes in your very faces. You can smell the roses of new hope that fill the air. You can hear the heart-beats of progress that come as upon the wings of heaven. You can reach forth your hands and almost clutch the gold that the sun rains down

with his beams as he takes his daily journey between the cotton field and the coal mine ; the highlands of wood and iron, of marble and granite ; the lowlands, of tobacco, sugar and rice, of corn and kine, of wine, milk and honey."

For further information, address

JAMES J. WHITE,

Cape Breton Ry. Co.

303 BRUNSWICK STREET.

HALIFAX, Nova Scotia.



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APPENDIX.

APPENDIX.

The *Montreal Star*, 5th Sept., '90, referring to Nova Scotia's wealth and greatness, says:—

"Shipbuilding appears to be a reviving industry in Nova Scotia. The vessels in course of construction are mostly schooners intended for the fisheries. The wooden sailing ship for foreign trading is a thing of the past. The iron steamship has almost driven it off the seas. But a time must come when the iron and coal of Nova Scotia will make that province one of the greatest shipbuilding countries in the world. Capital, machinery, skill, labor and a dense population, such as Glasgow possesses, are powers against which the province cannot at present contend. Nevertheless, the day of Nova Scotia's greatness is sure to come when this Dominion will be developed to the right conditions for giving its maritime population scope for their enterprise and energy."

(*From Montreal Star and Witness.*)

THE SHORT LINE TO THE SEA.

A PLEA IN FAVOR OF GABARUS HARBOR AND LOUISBOURG.

To the Editor of the Star:—

Sir,—It is very seldom that I see a communication in your paper from Cape Breton, which is something to be regretted. But now that the railway line by the Grand Narrows will soon be opened

for regular traffic, it is to be expected that this noble island will come into greater notoriety. I make no secret of it, however, that I write to invite public opinion concerning "the extension of the short line of railway to this island, by way of, viz., from Mulgrave, in the Strait of Canso, to Louisbourg, the distance of eighty miles, or, as well, to Gabarus first, the distance of sixty-nine miles, and finally to Louisbourg, the distance of eighty miles. Here I may as well say that Donkin's survey gave eighty-two miles, but I am persuaded that it will be straightened and shortened to eighty miles, and of course the distance from Mulgrave to Gabarus could be shortened also. An intelligent person, looking at the map, will see that Gabarus and Louisbourg are in the direct line to Europe, and that a shorter line cannot be obtained, *not even the proposed line by way of Labrador*, when finished, if ever finished. Only for the slowness of the Dominion Government and capitalists, the shortest line of all possible ones, to Gabarus and Louisbourg, would be first in honor on the score of enterprise. As it is, we, as a people, and our Dominion Government can only do our best and go ahead, too. Now, I mention Gabarus and Louisbourg for the reason, and it will bear examination, that Gabarus harbor is the most capacious,

AND IN CAPABILITIES THE BEST,

yet Louisbourg harbor is desirable to reach, so as to connect there the Short Line with the coal system of railways in Cape Breton, and thus bring the Cape Breton coal trade, and general trade and ocean traffic to a focus here. Gabarus harbor, however, with a little expenditure in breakwater and dredging, would stand unexcelled in point of easy access, safety, peacefulness and security when entered, and general scope and magnificence by any in the world. Be it marked down as a truth, too, that for steamers and general shipping this harbor of Gabarus is unimpeded, except it be for an unexpected occasion, by ice, all winter. Last winter there was no heavy ice here, and we do not consider a scattered *lolle* of ice any real hindrance to ship or steamer. Louisbourg harbor is secure when within, and always easy to enter; and for anchorage ground Gabarus harbor is magnificent. And there is a fine deep lake, called Lever's Lake, at the head of the harbor, and separated from it only

by a stationary sand bar, which could be added, for greater security, to the harbor. Besides that, the Barrasoils could be dredged out and added to it together, besides the pier proposed in the survey by Donkin, and the whole shelter of the north shore, with its deep coves, is always available to run to. But it is seldom, indeed, any man sees here reason for shipping to seek for greater shelter than they have got. Except during a gale such as comes on once in fifty years, can any danger be apprehended in Gabarus harbor. During the greatest gale a wreck is an unknown thing here. Gabarus is sure to be the terminus finally, and it may as well take the lead first as last. But Louisbourg need not, and will not, be discarded. Yet for the coal terminus, I could give convincing considerations to show that a line through by Louisbourg, another by way of Trout Brook, on the Mira river, and another from the Salmon river and Loch-Lomond, great coal districts undeveloped, all terminating in Gabarus, would be

THE IDEAL OF PERFECTION

for the development and extension of all interests here. Then a line to bring out the scores of square miles of iron ore of best quality that is in Mira would centre with the other lines here, as in a focus, exchanging back and forth with Louisbourg, its twin harbor; and better than the excellencies of the two together, there is not to be had another natural thoroughfare between sea and land in the world. I imagine petty jealousies have heretofore kept these harbors out of sight. A company has lately been chartered to build the railway from Mulgrave to Louisbourg, with James J. White as promoter and manager of the project. In reference to the undertaking I thought proper to place this much of the truth before the public, to do them the justice and kindness of encouragement; and I wish I could gain the ears of the Dominion Government in order to move them to aid materially in affixing this finishing and missing link to this great system of inter-oceanic railways, a scheme towards which privately I had always wielded my pen, as I had a forecast of its perfect practicability and success, on paving the way to empire in Canada. With the Strait of Canso bridged, and the short line built to Gabarus and Louisbourg combined, we can welcome the mail

steamships and marine of the world to our peaceful, safe and hospitable shores. Here is located the true embouchure or mouth of the great American, Canadian, and European and World's communication and trade. It is the highway by sea and land. Just study it; again, I say, study it, and be convinced—and act.

Yours truly,

D. SUTHERLAND,

PRESBYTERIAN MINISTER.

Gabarus, C.B., August 25th, 1890.



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NISTER.